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HONGKONG, TUESDAY, SEPTEMBER 4TH, 1900.

式拜禮 號肆月玖年百九千壹英港香

PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

A FINE OLD BRANDY.

WATSON'S B BRANDY

IS ONE OF HENNESSY'S SOUNDTEST PRODUCTS
AND AT \$21 PER CASE IS THE BEST VALUE
IN THE HONGKONG MARKET.

A. S. WATSON & CO., LIMITED,

WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & Co.'s Selection.
Sole Agents for—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned
FINE OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong at the
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.45 p.m. every half hour.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

8.15 a.m. to 10.15 a.m. Every half hour.
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.45 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOL" CYCLES,
and we also supply fitting of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

43 & 43A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
\$5.00 per Cask of 37½ lbs. net weight
\$3.00 per Bag of 250 lbs.
SHEWAN TOMES & CO.
General Managers.
Hongkong, 2nd July, 1900.

RUINART PERE & FILS REIMS

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality.
Extra Dry (Green Seal).
LAURE WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1895.

GIESLER & CO.'S CHAMPAGNE.



Telephone 75.
15, QUEEN'S ROAD.

One of the most popular Brands in ENGLAND and the UNITED STATES.

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

SOLE AGENTS for

Hongkong, China, Japan, the Straits Settlements,
the Philippines and British North Borneo.

COTTAM & CO.,
HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
SILK or INDIA GAUZE),
AND
WHITE CANVAS BOOTS and SHOES, &c. &c.

SMITH'S "GLASGOW MIXTURE" AND "CUT NAVY" TOBACCOS.

COOLEST AND SWEETEST TOBACCOS MANUFACTURED.
IN 1 LB. TINS... \$1.10 AND \$1.25 PER TIN.

LANE, CRAWFORD & CO.

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS: THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL.

Entrance: ICE HOUSE STREET (New Victoria Hotel)

SUMMER DRINKS.

WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
REFRESHING BEVERAGE.

RASPBERRY.

BLACKBERRY.

LEMON.

PEACH.

PINEAPPLE.

BANANA.

STRAWBERRY.

LEMON SQUASH.

ORANGE.

CHERRY, &c. &c.

MANUFACTURED ONLY BY

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS.

88, QUEEN'S ROAD CENTRAL, HONGKONG.

BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.

B. L. A. T. Z.

THE STAR MILWAUKEE BEER.

PER CASK OF 10 DOZ. PINTS ... \$25.00

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS
OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.

ROBINSON PIANO CO., LD.

THE VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

By APPOINTMENT

TO

H. M. THE QUEEN.

GOOD VINTAGES."

HATCH.

MANSFIELD & CO., LD.,

WINE MERCHANTS,

WE ONLY SELL WINES OF GOOD VINTAGES. Light and low-priced Wines of all
descriptions a special feature.

THE AUTHENTICITY of Wine and Spirit sold us is guaranteed independently by the best
known Growers or Distillers.

CHAMPAGNE

Perrier-Jouet, 1893 (Monopoly for China)

Vevee Laville, 1889

HOOGS

Bodenheim, 1895

Nierstein, 1895

Liebfraumich, 1889

MOSELLE

Berncastel, 1895

Sparkling Moselle, 1895

CLARET

Vin Ordinaire

Chateau Clos Grand Meyre, 1893

Chateau Morin, 1893

Chateau Pichon Longueville, 1893

Chateau Mouton Rothschild, 1893

Chateau Dufort Margaux, 1893

SAUTERNE

Superior, 1895

LIQUEURS

Benedictine D.O.M.

Apricot Brandy, &c. per List

Apply to the undersigned for Calendar of Vintages and Price List. Immediate delivery will
be made of Single Bottles or Cases.

LINSTEAD & DAVIS,

AGENTS, HONGKONG.

PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS
are requested to send in a Statement of
Business contributed during the Half-Year
ended 30th June, 1900, on or before the 15th
September, on which date the Accounts will
be CLOSED.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 24th August, 1900.

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that SCRIPS
Number 1,290 to 1,292 for 300 SHARES
of the above Company, numbered 119,683 to
119,685, in the name of S. Y. TONG, of Tien-
tsin, and that SCRIPS Number 1,299 to 1,274
for 600 Shares of the above Company, numbered
120,583 to 121,182, in the name of LIANG YU
TONG, of Tientsin, having been LOST. New
Scripts for same will be issued after One month
from the date hereof, and the Original Scripts
will be considered by the Company as null and
void, and all persons are hereby warned against
accepting or negotiating same.

LUTGENS, EINSTAMANN & CO.,
General Agents.
Hongkong, 20th August, 1900.

OLIVES FREEHOLD MINES, LIMITED.

IN accordance with Article VIII, Para-
graph 3, of the Articles of Association of
the Company, interest at the rate of 8 1/2 per
Annum is being charged on all Unpaid Calls.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 18th August, 1900.

PORTLAND CEMENT

J. B. WHITE & BROS.
Sole Agents for CHINA.
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1898.

ROYAL ARTILLERY OFFICERS' MESS AND REGIMENTAL INSTITUTES.

THE ACCOUNTS of the Officers' Mess
and all Regimental Funds are settled
monthly and all Claims should be rendered to
the respective Presidents on the 1st of each
month.

No Claims will be admitted unless supported
by the written order of a responsible Officer.
All Persons having outstanding Claims other
than the usual monthly Bills for August are
requested to submit them on or before the 10th
instant to the

C. R. A.,
Victoria Barracks.
Hongkong, 3rd September, 1900.

LOONG FI HORSE REPOSITORY.

SITUATED at No. 2, MATHESON
STREET, near the No. 1 Police Station.
CARRIAGES for HIRE at Cheap Rates.

Apply to—

MANAGER.

Hongkong, 1st September, 1900.

FOR SALE.

SKETCH PLANS of Hongkong, showing
Buildings, Godowns, Street Nos., Lot
Nos., &c. &c., especially suitable for FIRE
INSURANCE COMPANIES.

J. D. K. Z.,
Care of Daily Press Office.

Hongkong, 30th August, 1900.

QUAN WAH & CO.,

DEALERS IN

ITALIAN MARBLE AND GRANITE

MONUMENTS.

DESIGNS & PRICES on APPLICATION

at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1897.

CARBOLINE-AMENARIUS

Used for over TWENTY YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & CO.,
Hongkong, 31st August, 1897.

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7.

INTIMATION.

GOLD MEDAL PARIS 1875 1889

of Highest Quality
and having Greater
Durability are there-
fore CHEAPEST.

The Only
Award

Chicago, 1893

NUMBERS FOR USE BY BANKS

Barrel Pens, 225, 230, 261

Slip Pens, 332, 100, 287, 166,

404, 7,000.

In Fine, Medium, and Broad

Points

THE NEW TURNED-UP POINT, 1892

281

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

THE

PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP. The PEAK, near the

Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly

Spacious Rooms.

Very MODERATE TERMS to FAMIL-

IES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from 84 a day, inclusive

of BOARD and ATTENDANCE.

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and

Principal Offices in the Colony.

Special Attention paid to the Comfort of

Guests.

Cuisine excellent, under Experienced Ma-

agement.

Terms Moderate.</

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

Established A.D. 1841.

CLARETS.

	Per Case	Per Case
	1 doz.	2 doz.
B St. ESTEPHE, Red Capsule	\$ 6.96	\$ 7.56
U St. JULIEN, Red Capsule	9.00	9.60
D LA ROSE, Red Capsule	12.96	13.92
CHATEAU HAUT BRION LAB-		
RIVET	18.60	19.20
CHATEAU MOUTON D'ARMAIL-		
HACQ	21.00	22.20
CHATEAU PONTET CANET	25.00	—
CHATEAU LA TOUR CARNET	30.00	—
CHATEAU RAUZAN	42.00	—
CHATEAU LAFITTE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

not be sure what was the exact reply of the United States to Russia's proposition. On the one hand, we are told that the States have intimated their willingness to withdraw from Peking and allow the "Imperialists" to return; on the other, that the States favour the joint occupation of Peking until order is re-established—which is certainly a long time off. With regard to the other Powers, little is certain. Our London telegram of the 31st ult. mentions the report that five of the seven Powers represented at Peking have assented to the proposed withdrawal, Germany and Italy alone standing out. This is only a report, but it looks ominous. It was not to be expected that Germany would "climb down"; the Emperor's speech has committed her to vigorous action, if she is not to incur general ridicule. In this fact lies the chief hope, outside what confidence we may feel in our own Government, that a disastrous end will not be put to the occupation of the Chinese capital.

The only reason which can be given for the proposed retreat is the fear of further complications arising from a prolonged stay. But what will the half-beaten Manchurian party say when they see the foreigners in full retirement on Tientsin? China has never admitted a defeat. Even the collapse against Japan was never brought home to the mind of the people and failed to convince the rulers themselves. A retreat cannot but be construed as an admission of weakness, and indeed it will be truly such an admission. When the allies have returned to Tientsin, the Imperialists in the restored security of the capital will be beyond the reach of dictation. The Legations, it is true, will have been rescued and a war can be conducted with a less heavy heart. But it should not be for this outcome that Europe, the States, and Japan have sacrificed their men and spent their money. We have offered us now a chance, the like of which has never occurred before, of establishing a government worthy of the name in China. If we are simply going to throw this chance away and attempt to patch up once more the old corrupt, barbarous, and treacherous régime, under which China and the foreigners who have come in contact with her have suffered so much, we shall make of ourselves an ignominious spectacle for future ages. The patching-up process in this case will cost the Powers dear and threatens to last even less time than usual. Mr. Brodrick's exposition of British policy on the 2nd ult. promised better than this. It is hard to believe that it did not indicate a genuine awakening to the facts, but if the blunder of withdrawing from Peking be now consummated, then Mr. Brodrick's words, we fear, will be merely words spoken in vain.

The return of visitors to the City Hall Museum for last week shows that it was visited by 173 non-Chinese and 1,826 Chinese, 1,999 in all.

With respect to the quarterly meeting of Justices of the Peace fixed for to-day, we have been requested to state that no applications for licenses or renewals have been received.

In our announcement yesterday of the opening of the Royal Naval Canteen on Thursday, we should have stated that the Trustees and Committee of the Royal Naval Canteen have invited the members and associates of the Hongkong branch of the Navy League to be present on the occasion.

All those who had signified their willingness to join the Home Guard have been supplied with copies of H. E. Major-General Gascoigne's speech on the subject and asked to say whether they agree to the suggestion contained therein—that is, to the formation of a reserve company of the Volunteers. All the replies have not yet been received.

On Saturday afternoon Lo Hai, a chair coolie in the employ of Mr. J. B. Scott, of Watson's Dispensary, took a chair down to the shop for his master. While waiting he stood near a case containing boxes of cigars, and Mr. J. S. Hagen saw him take a couple of boxes out and roll them up in a piece of cloth. He gave him into custody, and yesterday the man was sentenced to a month's hard labour.

The hearing of the case Sze Fo Shing v. Sit Yee was opened at the Supreme Court yesterday. The Chief Justice said he would reserve his decision. The plaintiff is a trader, and carries on business as a foreign goods dealer at No. 265, Queen's Road Central, the defendant being a widow residing at 30, Albany Street, Wanchai. The claim is for specific performance of an agreement dated the 12th day of January, 1900, for the sale by the defendant to the plaintiff of three houses, Nos. 44, 47, and 49, Ship Street.

A man named Lucas Euston, described as a "traveller," appeared at the Magistracy yesterday charged with assaulting an Indian watchman in the employ of the Hongkong Hotel Company. The watchman said the defendant wanted to go through a private door, and when he tried to stop him he struck him in the mouth. The defendant said he was suffering from neuralgia and took some whisky, and he did not remember anything about the assault. Fined \$5, or 14 days.

In the 48 hours preceding noon yesterday there were reported two fresh cases of plague and two deaths. The figures for the whole of last week were only four cases and four deaths.

The Telegraph Companies inform us that telegrams for Newchwang can be accepted at sender's risk. They will be telegraphed to Shingking and thence forwarded by courier to destination. The courier charge is \$12.00.

A proposal has been made that the Chamber of Commerce and the local branch of the China Association should convene a meeting to consider the attitude of Russia and the United States on the matter of the withdrawal from Peking.

At the offices of the Public Works Department yesterday Mr. G. J. W. King offered for competition by auction several lots of Crown land. Inland lot 1614, situated at Tai-pingshan, was bought by Messrs. Chan Cheuk Fan and Lau Chin Ting for \$35,498. It is proposed to utilise the site for semi-European dwellings. Inland lot 1615, situated at Morrison Hill Gap, was knocked down to Mr. Pang Shan Chun, for Mr. Ho Tung, for \$391. Three lots above Pokfulam Conduit were also put up, and were disposed of as follows:—Inland lot 1545, sold to Mr. G. N. Carralho for \$6,500, inland lot 1546, sold to Mr. H. Bathurst for \$7,000; inland lot 1547, sold to Mr. Paul Jordan for \$4,390 (for European dwellings).

The *Manchester Guardian* says of the German Emperor's speech to the troops departing for China:—"This is the language of a savage, rendered only more repulsive by the mention of the name of civilisation. Even from the materialist point of view, to use it is utterly impolitic at a time when it is imperative, for the saving of European lives, that we should conciliate, not infuriate, such of the Chinese as are not already hostile." On the other hand, the *Observer* says:—"The only Monarch or Prime Minister who has spoken out with the right ring of feeling has been the German Emperor. He has pledged his word to avenge the atrocious murder of his representative, and has reminded his soldiers and sailors of the serious task they have in hand. We should like to see something of the same spirit infused into our men."

At the Harbour Master's Office yesterday an enquiry was held into the circumstances connected with the collision between the launch *Vacuum*, To Wa Tai master, certificate No. 500, and the launch *Lee Hing*, Leung Mo master, certificate No. 593. To Wa Tai master of the *Vacuum* said:—"On Wednesday, the 29th August, at 12.30 p.m., I left Jardine's Wharf to go to Douglas Wharf, and I saw the *Lee Hing* on my port bow, 100 yards off. I blew my whistle, but she took no notice and came straight on. When about one boat's length off I went astern. The bows of the two boats struck each other. The *Lee Hing* was still going ahead at time of collision."—Leung Mo, master of the *Lee Hing*, said:—"At 12.35 I was going across from Yau-mai to Victoria. On approaching the wharf I saw the *Vacuum* on my starboard bow about 100 yards off. I blew my whistle and eased down my engines, and when about one boat's length off went full speed astern. There were two sampans and other craft in my way."—Leung Wa, godown-keeper, was on board the *Vacuum* at the time of collision, and corroborated the evidence of the first witness.—Decision.—Leung Mo should have reversed engines sooner and thus avoided collision. To Wa Tai contributed to collision by not continuing on his course and speed. Both certificates were suspended for one month.

H. Kite, a Lance-sergeant in the R.W.F., was charged at the Magistracy yesterday with being drunk and assaulting a rickshaw coolie named Mok Sam.—The complainant said that on Saturday midnight he was at the Praya entrance to the Hongkong Hotel. He had taken a fare to the hotel and was waiting. The defendant, without saying a word, gave him a blow on the cheek with his clenched fist. He also gave him a kick on the stern and several on the back. He called out and an European constable came. The defendant still held hold of him.—A Chinaman employed at Jardine's Sugar Refinery said he saw the defendant holding the complainant by the queue and hitting him. A Chinese constable said he also saw the defendant holding the complainant by the queue, but he did not see him strike him.—Lance-Sergeant Sim said that on hearing a police-whistle he went towards the Praya and saw the defendant walking up Pedder Street with the complainant, who was bleeding at the mouth, following him. The defendant was under the influence of liquor.—William Wilkinson, of the Garrison Police, who was called by the defendant, said he was standing outside the Hongkong Hotel on Saturday night when he saw the defendant try to engage a rickshaw. The coolie ran away and the defendant ran after him and tried to make him take him to the Barracks. He did not see the defendant strike the complainant.—Another member of the Garrison Police gave similar evidence.—The defendant said that at about half-past 11 on Saturday night he came out of the Criterion Hotel. Outside the hotel were about 12 rickshaws unemployed. He asked several to take him to the Barracks but they refused. He got into the complainant's rickshaw and the man ran away. He ran after him, caught hold of his queue and brought him back. He wanted to give him in charge, but Private Wilkinson said the best thing to do would be to let the man go. He accordingly let the man go, and then the sergeant came to him and told him he would have to go to the Police Station for assaulting the rickshaw coolie. As to being drunk he could not have been very drunk or else he could not have run 150 yards after the coolie and caught him.—The charge of drunkenness was dismissed, but for assaulting the rickshaw coolie the defendant was fined \$5, or 14 days.

Owing to the prevalence of cholera in and about Negapatnam, all emigration from Southern India to the Straits has been temporarily stopped.

It is reported from the Straits that Mr. J. W. Hallifax has accepted the appointment of Municipal President at Penang.

The rate of re-insurance on the German ship *Louise*, out 236 days from Tampa for Yokohama, has been increased from 60 to 70 per cent.

We understand that the American Chamber of Commerce of Manila has been organised, and Mr. Charles P. Fennor is appointed secretary.

The steamers *Colon*, *City of Sydney* and *City of Para*, of the Pacific Mail Line, have been offered by the Company to the Government for use as transports.

The Norddeutscher Lloyd's steamer *Aachen*, chartered by the Imperial German Government, left Singapore on Saturday, and may be expected here on Thursday, the 6th inst.

As Dr. Morrison, the Peking correspondent of the *Times*, is now safe, a point of literary news in reference to him may be mentioned. When he was last in England he received a most handsome offer to write a book on China as he has known it during recent years. He undertook the book, and meant to begin it when he got back to Peking. Events have been historic there since Dr. Morrison's return; they have also shut off all tidings of his book so far.

The action of England in China is in a high degree remarkable, cries out the Russian journal *Russky Slovo*, of Moscow. Not, of course, because she refrains from taking any very active part with her own troops, the reason for that everybody understands. She prefers to watch the duel between Europe and China, and, as usual, is waiting to see which party is the strongest, so that without any mistake she can then throw in her lot with the winning side, and not repeat the blunder made in 1895, when too early and too clearly she declared herself on the side of China. She then found herself under the necessity of turning round altogether to the side of Japan. Such an unpardonable and shocking mistake it is evident is not to be repeated.

The *Jewish Chronicle* of the 27th July publishes an interview with the Hon. E. R. Bellios, C. M. G., Mr. Bellios had something to say about the position of Jews in Hongkong. "The Jews in our colony," he remarked, "occupy a high position, and are well respected. But I suppose that the German merchants are rather influenced by the feeling against Jews which prevails in Hamburg and the other cities of Germany from which they come. On the other hand, there are a few German Jews of the lower class, who have no reason to share the fears of the merchants, and they have formed themselves into an irregular congregation for the holding of temporary services on the New Year and Day of Atonement. They live a dull, and borrow one or two of our scrolls. When, however, they cannot form a Minyan among themselves, they attend our Synagogue. But they do not belong to our congregation. . . . The native Chinese make no difference between a Jew and a Christian. Both are foreigners in their eyes, but if anything, they are rather better affected towards the Jew, whom they regard as an Asiatic like themselves."

For some time past the police have kept an eye on a gang of men and boys who they have had reason to believe get their livings by picking pockets. Several of the gang have been caught red-handed and are now safely lodged in Victoria Gaol. They got another on Saturday, this being a man named Li Tak, who is believed to have been a tutor to the younger members of the gang. He had in his possession a couple of knives—blades about an inch and a half long—similar to those used by pickpockets. It appears that a cool named Chu Man Toi was in Bonham Strand West when the defendant brushed against him. Hearing money chink he turned round and saw that the defendant had cut his pocket with one hand and was catching some money—50 cents in small coins—with the other. He made a grab at him but the man got away. The complainant called out "Steal things," and the man was stopped and found to have the 50 cents and the knives in his hands. He appeared before Mr. Hazeldan yesterday and was sentenced to one month's hard labour.

The papers by the last mail bring reports of the South African Hospital Commission's sitting. Among the witnesses was Mr. R. J. Kipling, who said his experience was confined entirely to the Cape Town hospitals. He gave evidence as to the difficulty of getting articles from the store issue department. This was the principal complaint in the hospitals he visited, but he left before the heavy strain created by the epidemic of enteric. "Colonel Mulochy," in charge of the Royal Army Clothing Department, put in statistics showing the supply of hospital clothing sent out to South Africa, and stated that they shipped 50 per cent. more than the proper equipment for every hospital, so that there might be some reserve. There was only one instance of delay in answering requisitions from South Africa, and that was in regard to certain shirts of a particular pattern, but others, practically as useful, had been sent out in ample quantity. Lieutenant-Colonel Barrow, principal medical officer of No. 9 General Hospital at Bloemfontein, stated that there were difficulties after their first arrival in consequence of the block on the railway and the difficulty in getting up stores, and also because of the inadequate water supply, but afterwards all went well. He never saw a thing more splendidly done by the Government, and the bill would be a big one. Several witnesses who had been in the hospitals gave evidence, generally very favourable, as to their treatment. The Commission was due to sail for South Africa on the 4th ult.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 3rd September, 9.44 p.m.

LI CONFIRMED PEACEMAKER BY DECREE.

The latest Imperial Decree, dated Hsinjen-hien, Shansi, 21st August, confirms Li Hung-chang's plenary powers as peacemaker.

THE EMPRESS DOWAGER'S ADDRESS.

Viceroy Liu Kung-yi seems ignorant of the Empress's address. He has sent trusty messengers to Peking, Shantung, Honan, Shansi, and Moukden, with orders not to return without the exact address.

GERMANS FOR SHANGHAI.

750 German troops are landing here in a few days to assist in the defence.

REUTER'S SERVICE.

LONDON, 1st September.

THE CRISIS IN CHINA.

Russia has notified the United States that now the Legations are relieved she withdraws her Minister and troops from China until an effective Government is restored. The United States have acquiesced, and suggest that the Commanders in Peking confer for a concerted withdrawal. It is understood that France has acquiesced and it is reported the other Powers are favourably disposed to Russia's proposal. The questions of the acceptance of Li Hung-chang as an intermediary is under consideration. It is believed that a withdrawal from Peking is the only course to prevent fresh dangerous complications.

THE ENTRY INTO PEKING.

FULL DETAILS OF THE CAPTURE.

[FROM OUR SPECIAL CORRESPONDENT.]

PREPARATIONS FOR THE FINAL STROKE.

Peking, 3rd August.
There was a council of war held by the International Commanders on the 12th inst., when it was determined that the Allied Forces should concentrate within six miles of Peking by the 14th inst. and make a grand assault on the 15th. Everything was prepared for this final stroke, which has so far been very satisfactory, considering the conditions under which such a large force of mixed troops has to be handled, where, if success crowns the operations, unstinted praise and admiration are held out to the favoured few, yet where non-success is the result, unstinted abuse is hurled at almost every individual unit's commanders. Yet it has struck me that most of the operations have been brought to success by the skill, energy and pluck of the latter. This conclusion is brought clearly to the front to anyone who has followed the conduct of warfare waged by mixed troops—with mixed opinions held by their respective leaders. For it appears that, although certain agreements were arrived at when the council of war was held, I believe that I am correct in saying that only the Anglo-Saxon contingents respected them in the spirit as well as in the letter, and that Peking defended by disciplined troops reasonably armed would not now be in our hands in consequence, as it is now generally asserted that practically independent action was taken by some of the contingents—perhaps, for obvious reasons, not necessary to mention at this stage of the campaign. The British force worked principally in conjunction with the Americans under General Chaffee. The troops marched from Tungchow in a great bent were on the 14th to the places from which the attack was to be delivered, and were very much done up.

THE ARRANGEMENT OF FORCES.

The disposition of the forces were made as follows.—The Russians were to proceed by a road about 2,000 yards distant from the right bank of the river, the Japanese on the right bank, the Americans on the left bank, the British about three-quarters of a mile to the extreme left on a shockingly bad road, so much so that the naval guns could not be brought that way, but followed the Americans and did not get into action when the city itself was entered.

THE ATTACK AND CAPTURE.

The general impression was that the whole force would begin to move simultaneously, but the Russians apparently thought themselves strong enough to venture to enter the golden city first, and moved out after dark and was attacking at midnight. They found, however, a strong and vigorous enemy in front of them who repelled all attempts to carry that particular position. The Russian general had to send to the Japanese to support him, they being in the most suitable position for complying; but they did not force their way into the city until late in the day, a long time after some of the Allies. The Americans moved out late in the evening, the British at 3.30 a.m., reaching their position at 7 a.m., having proceeded cautiously to prevent any ambush. The attack on the S.E. gate of the Chinese City was commenced, and the 17th Rajputa and 24th Punjab Infantry broke down the gate and rushed it. There was practically no opposition at this point, as the Chinese had not expected an attack from this quarter, considering that the road by which they were to be approached was impassable. The R.W.F. and 1st Sikhs quickly followed the others, supported by cavalry and artillery. We now heard heavy

firing on our right, which proved to be the Americans attacking. Some cavalry and the 24th Punjab Infantry were sent to the "Temple of Heaven" to protect our left flank, whilst all the others proceeded in the direction of the Legations by side streets, meeting with little or no resistance, and arrived at the canal opposite the Watergate, or sluice, and were signalled to by the people holding the wall by the Legations at 8 p.m. General Gaselee and his staff, with about 200 native troops, rushed across the moat and entered through the Watergate, without incurring any loss, and found that inside the Legation all were looking and behaving as if it was an every day function. There was no trace of anxiety on their features, and an absolute absence of that form of appearance one expects to find in a beleaguered garrison, surrounded by a horde of fiends. Sir Claude MacDonald was quite well, as also was nearly every member who had found an asylum inside the Legation, and he quickly showed the General what steps had been taken to put the place in a position of safety from attack. All had been admirably planned. Of course they were immensely pleased to be relieved from what had been a perilous position for Christians to be placed in. Soon everyone began to ask for news of the outside world whence we had come, of which we had little to give beyond our own small stock of information of present events, as we ourselves had also felt cut off from civilisation since leaving Tientsin. Our Field Artillery were brought up to fire on the Central Gate of the Tartar City, but a sortie made by the Americans and Russians had forestalled our intention to bombard and this gate also fell into the hands of the Allies. Two field-guns and about 400 men were kept at the Legation that night, being sniped at nearly the whole time, but no casualties occurred, as the defences gave ample cover and protection.

THE END OF A GREAT DAY'S WORK.

The Americans arrived at the Legations at 5 p.m., but moved out towards the Central Gate of the Tartar City to bivouac for the night. The British troops, other than those remaining at the Legation, were sent to the "Temple of Heaven," and during the evening were engaged with the enemy, on whom they inflicted a heavy loss, and eventually occupied the South Gate of the Chinese City. Our men were very fatigued, having performed a memorable day's work, and having marched nearly 20 miles from 3.30 a.m. that morning, besides the fighting and other work that had occupied them till a very late hour before they could rest their weary bones.

On the 10th, The French arrived here this morning and placed their guns on the City Wall and shelled the Imperial Palace for some time, but I cannot ascertain what damage they have done. The Americans took one gate of the Imperial City this morning and had many casualties, amongst whom was the commanding officer of their artillery—a very popular and clever officer. Our troops did not attempt anything further to-day, as it was a great difficulty to find out where the whole of the Allied forces were stationed and what they were doing, and we heard of one instance where it was found the Allies were becoming dangerous amongst themselves from not knowing each other's whereabouts. There is to be another council of war held this afternoon, to decide on future action for clearing the cities, and some severe fighting is generally anticipated. It is difficult to ascertain what each contingent did yesterday or what their losses were; ours were very small; but I understand the Japanese lost heavily trying to lay down a gate with dynamite. Everyone who made the attempt during the daylight was shot down, and it had finally to be abandoned till dark, when I understand they blew it up.

Shipping continues freely, which makes it dangerous to get about for details of what has happened, or what one may expect may happen before Peking is finally in the hands of the Allies.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

Two more transports arrived from India yesterday morning, the *Pandua* and the *India*. The *Pandua* brought the Headquarters Wing of the 4th Punjab Infantry (6 British and 8 native officers, 367 N.C.O.'s and men, with 61 followers), and Signalling Units (1 British officer, 12 men, and 8 followers). The *India* brought the remainder of the Hyderabad Contingent (9 British and 19 native officers, 569 N.C.O.'s and men, with followers, horses, and mules), A and B Section Native Field Hospital (2 British officers, 12 N.C.O.'s and men, with 125 followers), and 3 men of the Intelligence Department. The 5th Hyderabad Regiment is added to the garrison of Hongkong.

The U.S. troopship *Pennsylvania* left yesterday for Manila.

The 6th Hyderabad Infantry who arrived on Saturday, disembarked yesterday, taking possession of the military barracks at Kowloon.

The German transport *Schwalbe* arrived yesterday with troops on their way north.

TIENTSIN.

[FROM OUR OWN CORRESPONDENT.]

TIENTSIN, 21st August.

PEKING NEWS.

Peking news, though now abundant in quantity, is disjointed and is largely personal in tone. The long beleaguered folk have simply assured their Tientsin friends of their welfare, and implored them to get prompt despatch of telegrams to anxious friends at home. As the *Store Norddeke* has now completed the shore end of the Tientsin-Chiaooh cable, we shall soon be raised out of our telegraphic slough; though, as eight or ten Governments and endless pressmen will be a winning precedence, it is difficult to see how on earth it is to carry on all the business.

China. If Her Majesty's Government could

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RELIEF NOTES.

It was suspected that Sir Claude's cypher messages to the military took concerned the entrance into Peking; consequently we were not surprised to hear that on the 10th, when our forces burst through the Tung Pion Men on the East side of the Chinese city, some of our people made at once for the Water Gate of the Tartar City, South Wall. This gate allows the water of the great moat which passes along by the British Legation to escape under the wall. When the dusky heads of two of the 1st Sikhs popped up on the inner side on Wednesday morning, there was a frenzied outburst of cheering—so much so that it drew the fire of the enemy, and a Belgian lady was wounded in the cheek. In a few minutes the Sikhs were in force; the detachment from the other forces came along from the Hata Men and the joy of deliverance was consummated. We hear that one Sikh was killed in entering the city, another wounded.

It is pathetic to know that the widowed Baroness von Ketteler refused to believe in the death of her gallant husband. The Chinese have already pointed out his grave and coffin. I understand the latter has been opened and the exact position and nature of the wounds ascertained. It is emphatically asserted here that he was done to death by the guards who should have protected him.

We also hear for the first time that the Rev. F. H. James, a professor in the Imperial University, well-known for the excellence of his Chinese attainments, was killed by a rifle bullet in the streets during the long attack.

The Hongkong Bank staff is well and Mr. Tweed talks of opening for business at once; the presence of so many foreign troops seems to imply that banking facilities are necessary.

THE FORBIDDEN CITY.

Capt. Netzeloff, of the Russian permanent military staff at Tientsin, on Sunday mounted the top of the Mon Shan or Coal Mountain in the Forbidden City and looked down into the Palace with good field-glasses; the only living things he saw there were four mules. The declaration is that the Chinese troops are under close escort.

There is some doubt whether the Japanese have surrounded the Forbidden City (Hung Ching) and therein hold the Chinese troops, or whether they have entered it, and surrounded the Palace. At any rate on Sunday morning the Palace had not been attacked. Firing was still going on in the West and North-west parts of the Tartar City; and there was some doubt of the truth of the previous day's news that the Dowager had fled to Hsuan Hwa-fu on the Kalgan Road. There was no news whatever of the location of the reactionary leaders.

CONSEQUENCES OF RECENT EVENTS.

The lost question has been greatly simplified by the operation of Tung Fuh-shang's men on their own account; they have cleared most of the houses of the rich. I hear that one foreign store-keeper is doing a good deal in furs; i.e. he is buying them in abundance very cheap.

In Tientsin five of the leaders of our Boxer prisoners were shot this morning; what they are to do with the other is a puzzle. Penal labour on the Russian railways in Manchuria has been suggested, but of course only one voice can determine this.

Col. Wegack is promoted by telegraph, to be Major-General, to the great satisfaction of his many friends of all nationalities in Tientsin. The American 15th Regulars have arrived, one battalion (500), and half of the sixth Cavalry have gone to the front.

THE GERMAN EMPEROR'S ORDERS.

When the German Marines left three days ago they gave out informally that the Emperor's orders were to destroy the Palace, and they were going to do it in spite of the action of other people.

HANKOW.

Hankow is reported quiet again, in spite of the efforts of scoundrel-gangs. The execution of the reformers by order of Chang Chih-tung occasioned a large crop of rumours, but nothing further has come of the matter so far. The folly of the sensationalists is strongly commented on by a correspondent of the N.C. Daily News, who writes from Hankow on the 23rd ult. "It takes but one word of idle, alarming rumour to frighten the Chinese. The well-disposed and well-ordered amongst them look to us for example, and what wonder is it that they get alarmed? And once frightened, it is hard to knock the idea of fear out of their heads. Britishers have little to be proud of in China just now. It was they who started the Wuchow and Chungking cowardly scuttles and the hasty and ill-timed flight of the British women and children from the Yangtze river. Ladies of other nationalities are living quietly at the various ports. Comment is needless."

Another correspondent reports the safe arrival on the 22nd at the China Inland Mission of a large party of English Baptist and C. I. M. missionaries. They had travelled from Shanghai with little trouble. In places where trouble and incivility were expected, they continued their journey unmolested. Not till they reached Hanchuanlin, not fifty miles above Hankow, did they meet with serious abuse or threats. Here their cars were presented to the telegraph station for permit to pass, and were greeted with threatened decapitation of their owners, and instead of the usual quick access, their boats were detained and stamped. The Consul will doubtless see that such treatment is not repeated. H. M. S. Pique was still at Hankow at the end of the month.

A bishop arrived somewhat late at an Australian church the other Sunday. He peeled off coat and vest, and before hanging them up in the vestry transferred his watch and money to his trousers' pockets. Then he donned his canonicals, meandered into the cathedral, and subsequently preached a most impressive sermon on "Faith."

MANILA.

(FROM OUR CORRESPONDENT.)

SANITARIA FOR AMERICAN TROOPS—BANGUED TO BE RAPIDLY IMPROVED.

Manila, 26th August. Foreigners in the Philippines whose field of observation is limited to Manila and its surroundings have no idea what this island of Luzon offers in the way of cool, bracing and healthful climate and beautiful scenery. There is a hilly province up north called Benguet, where droves of fine sleek cattle graze over thousands of acres of good range, where cool mountain streams churn down rocky gorges, where cool winds moan through miles of tall pines and where strawberries and cream are not luxuries. Down here in hot, sweltering, muggy Manila it is hard to realize this good country is little more than one hundred and fifty miles away.

The American authorities in Manila, both civil and military, have decided that an accessible health resort is necessary for the well-being of themselves and of the men under their command, and to this end they have been casting about for the best location in which to establish military sanatoria and a summer capital. They have decided upon Benguet province. Spain was also confronted with a similar need when she controlled these islands, and she also decided on Benguet for this purpose. She sent a commission there to report on the province as a health resort. This commission's report was most favourable; they spent nine months in Benguet, and among the much detailed information they submitted about the locality is the fact that the highest temperature registered during the time of their stay was 70 deg. Fahrenheit, and that in the colder months the thermometer drops to the freezing point at night. A prominent Spanish physician in Manila, speaking to the writer about Benguet, said he once had occasion to order to Benguet to be cured a number of Spanish army officers all suffering from diseases prevalent in these islands. Some of the officers followed his instructions, while others disobeyed and remained in Manila. Those who went up north were cured; while the majority of those who stayed in Manila died. It is easy to find proof that Benguet is healthy; the American Civil Commission have lately taken much testimony concerning this province, all of which convinces them that it is well adapted to the pressing needs of the Americans, namely, a health resort and a recuperating station for the army. General Wright, of the Civil Commission, Col. Dr. Maus of the Army, Mr. Higgins, General Manager of the Manila-Dagupan Railroad, and Dr. Frank Bourne have just returned from a trip into this province, whither they went to make a personal examination. Their report is most favourable; they found a delightful country and they fully concur in what the Spaniards have said of this province as a sanatorium.

A BEAUTIFUL COUNTRY.

Benguet is hilly and high, its general elevation ranging from three to six thousand feet; the formation of the country is of limestone, which accounts for the remarkable purity and sweetness of the mountain streams; the air is fresh and cool and invigorating. Delicious coffee is grown on the lower altitudes of this province and vegetables and fruits of the temperate zone thrive and do well. There is an abundance of grazing land and the local cattle resemble the Jerseys of England and America. Benguet also contains gold, copper and coal. Some American prospectors have already staked out mining claims on a gulch where the whole hillside is composed of easy milling ore running in value, according to assay, from five dollars to six hundred dollars a ton; while certain rich veins assay as high as a thousand dollars a ton. Within the confines of Benguet there is a vein of copper thirty feet wide and several miles long, and outcroppings of good coal have been found in several localities.

For this province to become of value to the Americans it must of course be connected by rail with Manila, and with the idea so doing Mr. Higgins accompanied General Wright on the latter's recent trip of investigation. Mr. Higgins' railroad now runs from Manila to Dagupan, a distance of one hundred and twenty miles, and Benguet is about the same distance north of Dagupan. An extension of the road from Dagupan to Benguet is practicable and feasible, and could be constructed, it is believed, at a cost of \$60,000 per mile. The railroad company have already made the American Civil Commission a tentative offer to construct this extension, which is now under consideration.

A GREAT PROSPECT.

If the Americans decide to settle this Northern province the advantages of the step will be many. First, sick and ailing troops, now going back to the States by every transport at great expense to the Government, could be sent to Benguet at a trifling cost, there to recuperate. Secondly, the opening up of this country would render it untenable to the insurgents who have long made it their rendezvous, it being particularly adopted to their method of life and warfare. Thirdly, with Manila only twelve hours away by rail, the fruits, vegetables and cattle of this productive province would find a ready market clearly to the advantage of the Benguet producer and Manila consumer. And fourthly Benguet would be a cool and healthy resort where Americans could repair for that occasional change of climate which all foreigners who reside in the Philippines do need, and where the families of army officers and civil service employees could live comfortably and well.

Benguet has a good future before it; if the railroad is built it will become the most attractive place in all these islands. It will be the centre of social life during the hot months; with the good hotels that will surely follow, the buildings of summer homes by members of the civil commission and army officers, life there will be comfortable and enjoyable. Benguet is as good a name as Manila, and in due time it will probably be as well known locally as that famous Indian Hill Station.

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

The ordinary annual meeting of shareholders in the above company was held at the offices of the general managers (Messrs. Jardine, Matheson and Co.) on Monday afternoon. The Hon. J. J. Kewick presided, and there were also present the Hon. C. P. Chater, C. M. G., the Hon. R. M. Gray, Messrs. A. Haupt, J. McKie (Secretary), A. Shaw (Manager), T. F. Hough, Erich, George, R. H. Potts, J. Y. V. Vernon, Gerstman Stewart, G. H. Michael, T. S. Forest, Mehta, Byramjee, Ho Fook, Ho Kow Tong, Ho U Shung, Leung Tit Shan, Fok Tsan Kung, Chan Ku, and Chan Chan Nam.

The CHAIRMAN said:—Gentlemen, the report and accounts of the Company have been in your hands for some time, and with your consent I will not trespass on your time by reading them out. Referring to the Balance Sheet of the Company I shall make special reference later on to the most important item therein, which of course is the indebtedness to Messrs. Jardine, Matheson & Co. of \$1,529,943.88, while on the debit side of the account the only entry calling for explanation is accounts payable, \$5,223.78, which I should explain includes \$3,171.59 for wages and salaries due as on August 15th, but not paid at that date. With regard to the assets I may say that our stocks of yarn, cotton, cotton in process and mill stores have carefully taken and moderately valued on today's current quotations rather than on what for a higher replacing costs would represent. Turning to working account we have a sum of \$89,637.79, which however includes a sum of \$28,767.94 transferred from construction account, an item of course that would not occur again. In connection with this account I may say that the operations of the Company have been attended by most unfortunate circumstances in every one of the three prominent features which affect such an enterprise, viz., cost of cotton, state of consuming markets, and labour supply. Taking the first two considerations together I cannot more clearly explain the difficulties of the situation against which we have had to contend than by mentioning that whereas we began by purchasing cotton at \$16.25 per picul, a partial failure of the Indian crop resulted in famine prices being established on our having to pay as high as \$30 per picul in March last, while the demoralized state of commerce in the Shanghai Province, in which markets our yarns had become well and favourably known, had resulted in our selling price for a bale of three piculs falling from \$102½ in March to \$87½ to-day. Briefly the cost of three piculs of cotton had advanced \$42, while three piculs of yarn had declined \$15. These are phenomenal fluctuations which under the ordinary laws of supply and demand cannot continue to prevail, and with the prospects of present weather reports from India favouring a more bountiful cotton crop, a cessation of rebellion in the north, and a return in commerce to its normal condition, we may reasonably hope to see markets assimilate to a really normal basis. The question of labour supply has caused the management grave anxiety, deaths from plague epidemic having been numerous, and the panic caused thereby, together with the alarm created among the younger hands by policehouse-to-house inspection, resulted in such an exodus that at one time we were reduced to running 10,000 spindles only, and as this represented a very heavy loss in working, we seriously contemplated closing the mill. Fortunately since that point improved in this connection have steadily improved, and we have to-day a supply of labour which enables us to run 37,536 spindles. The next matter to which I have to refer is the financial position of the Company, and more particularly its indebtedness to Messrs. Jardine, Matheson & Co. I made reference to the matter at our meeting a year ago, and in then explaining the reasons why the Company had been so much undercapitalized at the time of its flotation I said, "Up to the present time Messrs. Jardine, Matheson & Co. had met the financial wants of the Company, but this was a purely temporary arrangement, and later on a permanent system of finance would have to be introduced." The same problem has again to be met, but in an aggravated form, and unless shareholders come forward and provide capital I can see no solution of the situation except liquidation. Considering the very large sum of money which the General Managers have already provided it will not be a surprise to the shareholders that they hesitate to make further advances to the Company, and I do not think any of you will consider that Messrs. Jardine, Matheson & Co. are over-cautious in declining to allow the debt which the Company owes them to increase. The question which therefore presents itself, gentlemen, is: "What are the shareholders prepared to do?" In conclusion I may add that were the sum due to the General Managers a very modest one instead of the very large amount which it is, they might consider it advisable, under the circumstances, to carry the Company on with their own funds for a time, as they have been doing, but you will recognize that such a large debt being already due to them it would only make matters worse further to increase it. I shall be glad to answer any questions before proposing the adoption of the report and accounts, and to receive any suggestions as to meeting the financial difficulties with which the Company is confronted. I cannot of course expect shareholders to make any well-considered proposals at this meeting as to how the financing of the company is to be carried on, and I intend therefore to call a special meeting at an early date to receive an expression of your views, and to come to a decision as to what is to be done.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts. Mr. T. F. Hough said:—I have much pleasure in seconding the adoption of the report and accounts, and in doing so, while regretting the unfortunate nature of the results shown, I feel sure that our interests are being very carefully guarded by those in whose hands we have entrusted them.

The motion was carried.

On the motion of Mr. VERNON, seconded by Mr. BYRAMJEE, the consulting committee were re-elected.

On the motion of Mr. HO FOOK, seconded by Mr. FORESTER, Mr. W. Hutton Potts was re-elected auditor.

The CHAIRMAN—Gentlemen, that is the whole of the business of the meeting. I am sorry we have had a more satisfactory statement put before you, but I need hardly say that there is nobody to blame. Circumstances alone are responsible.

LATEST STEAMER MOVEMENTS.

The G. S. S. steamer *Patroclus* left Singapore on the 2nd inst., and is due in Hongkong on 7th inst.

The M. M. steamer *Indus*, with the next French mail, left Singapore on Monday, the 3rd inst., at 11 o'clock, for this port via Saigon.

HONGKONG VOLUNTEER CORPS.

FIELD SHOOTING.

The September Carbine Competition of the above unit was held at the Association Range, Kowloon, last Sunday, 2nd inst. The weather was fine, but extremely hot, which no doubt accounted for the small attendance. The following are the best scores:—

290	500	000	Handi.	To.
yds.	yds.	yds.	cap.	tal.
Gunner-Lapsley	20	34	25	88
Gunner-Stewart	30	28	23	81
Gunner-Baldwin	20	28	20	77
Gunner-Duncan	19	17	20	77
Gunner-Ratley	25	24	23	74

Winners of range spoons.

LATE TELEGRAMS.

(NEWS VIA AUSTRALIA.)

ANARCHISTS IN EUROPE AND AMERICA.

London, 6th August.

An anarchist named Vallette, who has been arrested, was the man who found the money for Francis Salsan, the assassin of the Shah. Salsan has confessed that he wished to kill the Shah because he was a great ruler.

Dufosse, an Italian anarchist, arrested at Caserta, admits that he was aware, before the assassination of King Humbert, that a plot had been laid to kill the King. Dufosse expected that a revolution would follow the assassination of King Humbert. Eighteen hundred arrests have been made in Italy. Included among those arrested are two editors of socialist newspapers. An Italian in Brazil, writing in June, inquired whether it was true that King Humbert had been murdered.

Anarchists in Chicago stopped a meeting of Italians who had been called together to express sympathy with Queen Margherita in her bereavement. A fight followed between the anarchists and the police. Twenty-five people were injured. Five people were arrested on charges of having caused the disturbance. Among them is the widow of Parsons, the anarchist, who was executed in 1880.

The Shah of Persia has abandoned his proposed visit to England, ostensibly owing to the death of the late Duke of Saxe-Coburg and Gotha.

Angelo Bressi, the assassin of King Humbert, remarked to the police that within two months all would be free and equal, and that others must fall, including the Czar.

Italian anarchists in America are very active under the direction of Malatesta, who is supposed to be now in London guiding their movements. He has believed that several groups of anarchists have been deputed to assassinate other sovereigns.

MAIL STEAMERS AT FREMANTLE.

Perth, 6th August.

Preparations are being made at Fremantle to suitably celebrate the calling of the mail steamers. Although the first steamer will call somewhat earlier than was expected, arrangements are being made for the safe berthing and quick despatch of steamers.

Albany, 6th August.

The news of the decision of the mail companies to call at Fremantle has caused surprise here. The removal will be a great loss to the town, but is generally thought that the delay will be found to be great, and that the vessels will revert to Albany again.

TEN MILLION EXCHEQUEER BONDS.

London, 8th August.

The portion of the loan of £10,000,000 allotted to the United States was twice covered. The gold from America will greatly relieve the Bank of England.

BRITISH TRADE.

London, 8th August.

The Board of Trade returns for July have been published. They show that the value of the imports had increased by £2,354,539, and the value of the exports had increased by £239,785, as compared with the imports and exports for the corresponding month of the previous year.

CHINA IN THE HOUSE OF COMMONS.

We give the termination of Mr. Brodick's speech on the 2nd ult. on British policy in China, with the remarks of the subsequent speakers:—

BROADER PROSPECTS OF THE QUESTION.

This was a time when the fewer words that were used the better. After all, if the Government did not fully state their views he was because they were blind to the broader aspects of the question that had been opened up. Because they did not know their own minds. Though he did not agree with his hon. friend's strictures on the Government's attempt to work in concert with Europe, he did feel that there were limits, and known limits, to concerted action. It would be unwise for them, dealing with Powers who might have conflicting interests, and must have varying conceptions of their national duty in respect of China, to tie themselves too closely to statements which might embarrass them hereafter, at a time when, as they believed, it was better to go part of the way in concert with others than to attempt to go the whole way alone. But they did not shut their eyes to the fact that great changes might result from the recent calamitous events. The Chinese Government, or the want of Chinese Government, the comedy, in some respects, of Chinese Government—had almost created the tragedy of the century, and no one could tell whether the result of what had occurred might not be to put back the clock of civilization in China for forty or fifty years. Though Her Majesty's Government could not see the actual steps before them, he could not help hoping that the Powers of Europe would discover some foundation on which a Chinese Government might be built up which would not utterly deny the benefit of civilised rule to a people, amounting to one-third of the whole human race. If that should happen a great opportunity would have been turned into a great opportunity. Her Majesty's Government could not look on with indifference at what the result might be. For the last century Great Britain had been building up a great trade in China, which had been mutually advantageous to the Chinese and the British. Her Customs, which was almost the sole guarantee to a Chinaman of an incorrupt administration. They had also in their own settlements at Shanghai and elsewhere given the example of the best forms of municipal government, and in their dealings with the Chinese Government had scrupulously regarded good faith and treaty engagements. To desert all that Englishmen had built up during the last hundred years would be to take up a position in which Her Majesty's Government could not acquiesce. Rather they would endeavour within the limits he had laid down to continue to use their best endeavour to preserve civilised government with the extension of western advantages, the diffusion of which had been the stimulus of British activity and the vindication of British rule throughout the world. (Cheers.)

Mr. J. Walton offered the right hon. gentleman his heartiest congratulations upon the most satisfactory and statesmanlike speech that he had ever made in that House on the question of

China. If Her Majesty's Government could proceed on the lines which the Under-Secretary had indicated, and other Powers would adopt the same policy, Russia could not hold aloof, and out of the present anarchy and disturbances in China there would come great good in the future, both to the Chinese nation and to all nations trading with her. (Hear, hear.) He sincerely hoped the spirit of revenge would be left out of the question in our advance on Peking, and that the slaughter of Chinese would be as small as possible, consistently with the rescue of the Legations. (Hear, hear.) It should be remembered that China had been greatly provoked, and that unjust aggressions had been made upon her by nations, with the result that concessions were forced from her which enabled them to place themselves in military occupation of portions of Chinese territory. Of course, those who were responsible for the attack of the Imperial troops on the Legations at Peking must at the conclusion of hostilities be removed from power; but he believed there were many honest and patriotic Chinese statesmen, such as the Viceroy of the great Yangtze regions, and of Nanking and Yu-chau, who with other enlightened Chinamen might help to form a better Government. It would be impossible for China to pay any large indemnity of the conclusion of hostilities, and he hoped the Government would seek, rather than a money payment, that new commercial treaties should be made with the Chinese Government under which *liba* would either be abolished or brought under administrative control of an honest description; and that China should receive largely increased import duties under those treaties.

Mr. Gibson Bowles had heard with great satisfaction the declaration of policy towards China by the Under-Secretary for Foreign Affairs, and the more so because it was that definite declaration of that character. They had had doubtful statements, but he had never come to expect that the Government would do so when they accepted the resolution moved by the hon. member for Sheffield and seconded by himself, affirming the necessity, in British interests, for maintaining the integrity of China. He was rather struck by one phrase used by his right hon. friend, to which, perhaps, he attached too much literal importance, that one of the objects of Her Majesty's Government was to establish the supremacy of the Western world in China.

Mr. Brodick explained that he was then referring exclusively to the power of the Western world to relieve the Legations at Peking.

Mr. Gibson Bowles was extremely glad to have elicited that explanation, for he confessed the words seemed to him to be capable of carrying a significance that would be most injurious; they might have been understood as implying permanent supremacy over China. The defensive power of China had been greatly underrated, and so had the veracity of Chinese Ministers. Their repeated assertions that the Ministers at Peking were alive were received with insulting comments by the English Press, and even sensational accounts were published of a massacre that did not take place. We were no doubt committed to common action with other Powers for the relief of the Legations, but he would very much deplore close association in permanent policy with other Powers whose conduct had materially led up to recent disturbances.

Mr. Moore was gratified at the sympathy expressed by the Under Secretary for Foreign Affairs for the reform movement in China. The correspondence which had been published did not throw much light on the causes of the present outbreak, but it appeared to show that her representatives at Peking did not possess the means of obtaining reformation, which it was reasonable to suppose they should possess. It was obvious that the predictions published in English newspapers in China in February and May had not received the attention they deserved, and in his judgment, we needed an improved Intelligence Department in Peking. Attention should also be given to the position of our Commercial Attaché who, owing to his inferior rank, was handicapped in his intercourse with the Viceroy. He suggested that our Commercial Attaché should have the rank of a first Secretary of Legation.

Mr. Beckett said that in dealing with China the advice had been given that we should act with caution and patience. He suggested that the Government should exhibit two other qualities, which were equally needed—firmness and perseverance. It was impossible to disguise the fact that efforts might be made to interfere with the integrity of China, and that this interference might call for the exercise of the greatest skill and address in order to avert a calamity.

Mr. W. Keswick said that reform was the only thing which could prevent the recurrence in China of the trouble that had taken place there. No one desired to see the integrity of China broken in any way. All who were in China, the country desired only peace and reform; but if reform was refused the disintegration of the Empire was inevitable. He trusted that a clear policy would be taken up and maintained and enforced by Her Majesty's Government. (Hear, hear.)

The vote was finally agreed to.

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The vote was finally agreed to.

AN INDIAN VIEW.

It would be interesting to know who was responsible at home for stopping one of the Indian Brigades at Hongkong and thus weakening the force which Sir Alfred Gaselee should have had at his command a fortnight ago, remarks the *Indian Pioneer*. The effect of this unwise step has been that the Indian Expeditionary Force actuated by the Indian Government, and the Viceroy of India, the Hongkong and Weihaiwei Regiments, is too small to play the part which would have fallen to it had the full Division gone straight to Taku in the first instance. Presumably some scare must have arisen regarding the safety of Hongkong and Shanghai, and hence the detention of four Indian regiments at the former port. Meanwhile, however, the Allied forces had to stand on the defensive at Tientsin with the knowledge that the Legations at Peking were in imminent peril; and it was only on the 4th that the advance began in earnest.

A compact Division under Gen. Gaselee would have given solidity to the mixed Army of half-a-dozen nationalities that could barely hold its own at one time at Tientsin. Looking at the position as it presented itself last month, one would have thought that every news should have been strained to save the Legations first of all, and that Hongkong and Shanghai might have been left to the care of the British Navy and such troops as had arrived from India for garrison duty at other places. Nothing has happened so far to justify the scare, adds the *Pioneer*, and though perhaps we should not be justified in saying that no danger existed, the conclusion is forced upon us that the splitting in two of the Indian forces was a grave blunder. It may be noted also that the Home authorities did not make up their mind at once as to the number of troops required from this country. Brigade after brigade had been asked for, and if it had not been the Government of India and their Military advisers had anticipated further demands, after the first orders from home, and made their arrangements accordingly, there

would have been most serious delay. It would have been simpler to have complied with one single demand for 20,000 Native troops than to have had successive requests for brigades such as have been received. One scheme than would have sufficed, and the constant worry regarding mobilisation and troop movements would have been avoided. In regard to China as in respect of the Transvaal, the military position has been completely misunderstood.

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Hongkong, 1st August, 1900.

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M. FUJISE, Manager.

Hongkong, 19th August, 1899. [27]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

W. H. PARLANE, Manager.
Hongkong, 17th February, 1899. [89]

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SPORT AND ANECDOTE.

BY AN OLD FOEY.

RARE TIMES FOR BATSMEN.

During the almost tropical weather we ex-
perienced towards the end of July, the lot of the
bowler in first-class cricket was indeed an arduous
one. It is quite possible that the rainstorms
which came as such a relief to the majority of
melting humanity would upset the equanimity
of the British farmer who had his cut lay
uncured. We know this farmer of old. To the
bowler who had to send down over after over
under the blazing sun, with the barest possible
chance of getting the batsman out, the change in
the conditions would come as a boon and a
blessing. For some considerable time now it
has been the custom of most writers when deal-
ing with cricket topics to point out that a spell of
fine weather invariably brings a crop of heavy
scores in its train. Just so; this is as plausible as
it is obvious, but we must not overlook the fact
that these phenomenal batting displays mean
very frequently drawn games, and when the
public are able to forecast the result with toler-
able accuracy before the match has been in
progress for a couple of days we may take it
for granted that the treasurer's department has
to suffer. As I have so frequently pointed out
before, it would not be for the lasting benefit
of cricket that the crowd should dominate the
game, but everyone must see that the patronage
of the people who bring their sixpences and
shillings is absolutely essential for the progress
of county engagements. There are a few
splendid sportsmen who dip down rather deeply
into their pockets to help the game along—men
like Mr. Paul Foley, for instance—but there
are very few players taking part in first class
cricket to-day who have the means and the
leisure to devote themselves entirely to the game
without receiving something in return. But we
will not enter upon this rather thorny path
just yet; the distinction between amateurs
and professionals appears to be a disturb-
ing element in many quarters. I may be a
bit old-fashioned in my views, and do not mind
confessing that I am always sceptical about
suggested reforms. The rules have been pulled
about pretty well of late years, and if we wish
to get more games played to a finish it seems to
me that we shall have to breed a new race of
bowlers. Some people suggest an increase of the
time of play; I do not agree with this, as I think
it would probably take some of the keenness out
of the attacking side. No; we need a better
lot of bowlers—men who can do on the billiard-
table wickets what we saw the Australians do
last year. But if there were seven or eight
Josses or Trumbles on a side they would not
be able to get out a team of picked batsmen
twice in three days if the wicket and weather
were favourable. When we come to scan the
names of the bowlers discovered during the last
few years it will be seen in a moment what poor
progress we have made. A thoroughly wet
season, when it comes, will alter the balance of
power at once between the batsman and the
bowler, but in the meantime records are going
by the board in wholesale fashion.

NEW NAMES ON THE ROLL OF FAME.

For a long number of years only two or three
cricketers were able to claim the distinction of
making two separate hundreds in the same
match, but we saw this once phenomenal feat
accomplished no fewer than four times during
July last. R. E. Foster, C. B. Fry, B. J. T.
Bosquet, and Gilbert Jessop each inscribing
their names on the scroll of fame. Only a week
or two ago it was my privilege to say a few plain-
sent things to the Fosters and Worcestershire
cricket. Those who have seen the trio of famous
brothers in the field probably place no limit to
the possibilities of their play. To cricketers
in general, and to his immediate neighbours
in particular, it will be welcome news to know
that W. L. Foster has arrived at his home
from South Africa, but will be an invalid
for some little time yet, it is expected, and
the probability of his being able to assist the
county this season is somewhat remote. They
are wonderfully keen on the game, and the
onlooker who can enjoy clean, crisp, fielding as
much as rapid scoring could have nothing more
exhilarating than the work of R. E. and H. K.
Foster at slip—where they usually stand—or in
the long field. They take the "flies" from
Wilson's fast bowling with an alertness and ac-
curacy that must have astonished many a bats-
man. C. B. Fry is not new to the distinction,
having once before hit two hundreds in the same
match, but few cricketers anticipated such a
performance from the Oxonian. B. J. T. Bos-
quet, "Bo", as he is known to his cricket as-
sociates, has played plenty of good cricket be-
fore this year, and during the tour of P. F.
Warner's team in America, he was one of the
most useful men both with bat and ball. That
Gilbert L. Jessop has not accomplished the two
hundreds feat is, perhaps, surprising. So far as
wielding the bat goes, it may be doubted if there
is any recorded feat beyond his powers. Those
who have enjoyed half-an-hour of Jessop do
not, as a rule, want to argue about it; his
style or his methods: sufficient to see and
to know that the ball is sent flying over the
ropes and over pavilions and fences in every
part of the field. For my own part, I desire to
see nothing better of its sort. What boots it
to consider whether or not it is correct cricket?
That old-fashioned ethics of the game have no
meaning to a man like Jessop, but who more
likely to turn the fortunes of a game when
every other hope has been abandoned? Who
more capable of striking terror to the hearts of
bowlers when the pinch comes? I was watch-
ing him only the other day, and as he stalked
to the wicket with his slow, deliberate steps, I
could not help regarding him as a compact
little bundle of deception, for this quiet march
of his on to the field seems so entirely at
variance with the concentration, the power,
the fire-eyes, the delivery of his wonderful
hitting. It is not at all surprising that these

buoyant, happy-go-lucky young fellows from
the Universities should make such an impres-
sion in the "Many Climes," to which Mr. P. F.
Warner and others have led them. Jessop,
however, never quite reproduced his brilliant
form when on tour in the States, but he has
plenty of time in front of him, and may yet
show our cousins how games are won as he did
at Manchester only the other day. Apropos of
Warner's team and their doings in America, let
me reproduce the address presented to the old
Bagbain, together with a gold watch chain at
the conclusion of the last tour in 1898. The
letter, composed by "Dick" Berens, ran thus:
—"December 1, 1898. To 'Plum.' In memory
of a great time in America, an unbeaten record,
perils by sea, ditto by fair women, a few broken
hearts, wine and wassail, pigkilling, blood, and
bushrangers, and other 'horrible adventures,' and
lastly, in memory of his 'bloomin' affability as
skipper.—From his devoted followers, V. T. Hill,
C. O. H. Sowell, E. H. Bray, J. L. Ains-
worth, F. Mitchell, C. J. Braup, G. E. Win-
ter, B. J. T. Bosquet, R. Berens." Most of
these have helped to make cricket history.

THE COUNTY CHAMPIONSHIP.

To all appearances we are going to witness
as keen a fight as ever for the county cham-
pionship. Having no particularly strong leanings
towards either the white rose or the red, I was
able to follow the chances of the two counties
of Lancashire and Yorkshire when they met at
Old Trafford without any of the feverish excite-
ment that usually affects the judgment of your
red-hot partisan. Of course, it is impossible
for a rambler like myself to see anything like a
quarter of the games played by any particular
county, and though it is quib on the cards that
neither of the teams just named will carry off
the honours of the season, I think there will be
no two opinions as to the outstanding merits of
either. Sussex I have not yet seen this season,
but Prince Ranjitsinhji certainly appears to
have got a very capable eleven together, and
any backsliding on the part of the northern
eleven may leave the issue to be fought out
between Surrey and Sussex. Basing an
opinion upon what has already come under
my own observation, I should place Lan-
cashire and Yorkshire equal in the first position
and Surrey a fair third. The falling off of
Richardson, Lockwood, and Brockwell—which
is only natural after all—has not been entirely
compensated for by the perseverance and skill
of Lees, who, however, may yet prove of
inestimable service to the county. But the
Surrey batting is well high as brilliant
as ever. Paying a good deal more attention
to the bat than the ball, Hayward keeps
doing splendid things, while little "Bobby"
Abel jogs steadily along, popping up
an innings of three figures with delightful
regularity. There are run-getters from first to
last in the team, and it will not require a
tremendous amount of luck to give them the
premier position. Not for many years have
Lancashire and Yorkshire been so well matched,
and it seems almost a pity that with so much
keenness about a definite conclusion could not be
arrived at. There cannot be a deal of
difference in the bowling strength, although
the people who always had statistics about
would claim that Yorkshire have the best
of it. I should not like to attempt
to decide. Rhodes and Haigh are rather
more than balanced, perhaps by Cuttell,
Mold, and Webb. Then if we travel a little
further we should have Briggs and Sharp to set
against Hirst and Wainwright. So that there
can be little to boast of in this connection by
either. "Paper form" is notoriously unreli-
able, but in taking man for man in batting
strength I think the balance would have to be
struck in favour of the red, red rose. One un-
consciously makes favourites of different bat-
men in closely following the game, and I cannot
exactly explain why I should prefer to see
Tykesley to Tunncliffe. Hirst in preference
to Albert Ward is quite understandable from a
spectator's point of view. But while we are
discussing the chances of them, we must not put
Sussex, Notts, Surrey and Kent entirely in the
background. The concluding month may bring
about many changes, and if we are old Notts we
to get a turn of Fortune's wheel it would not
be altogether amiss.

A RACE TO BE REMEMBERED.

In previous letters I have set down a few gen-
eral impressions of the athletic championships
decided recently at Stamford Bridge. The
sprinting of Duffy, Jarvis, and Tewkesbury
in the level hundred, the hurdling of Krauszlein,
and the pole leaping of Johnson will always be
remembered as events out of the common, and
I dare say Dennis Horgan and T. F. Kely will
tell the tale of Flanagan's prowess to their Irish
cousins for many a year to come. But the
distance race to be remembered was the half-
mile, won in brilliant style by A. Tysoe, of the
Salford Harriers. We had some inkling of
what might transpire later on by reason of his
superb moving in the heat, but the real struggle
came in the final, when Graham and Cregan,
from America, did all they knew to conquer the
Britisher. Of course, it is well known that Tysoe
is no novice at the distance—even now his
grand sprint against Lutyses at Wolverhampton
last year will be vividly recalled—but I
have seldom, if ever, seen a race contested
over half-a-mile where the winner showed

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such consummate judgment as Tysoe did
against the Yankees. He always lay handy
to the leaders, and got what shelter he could by
following Graham stride for stride. Coming
into the straight for the finish Tysoe ran up to
the leader's shoulder for a feeler, and for a few
yards it looked anyone's race. Then Cregan
put on a spurt, and challenged the leading pair.
At this point the race became thrilling, for
Tysoe was apparently held by the American,
who stepped out beautifully. The next twenty
yards decided it, for the Salford Harrier bound
clean away from the field without a struggle,
and, as viewed from the reserved stand, almost
without an extra effort. There was one more
gallant but futile attempt to get up to the leader
again, but Tysoe passed the judges running
like a hare, his nearest rival being a dozen yards
away. I never want to see a better bit of run-
ning, and on such an inauspicious afternoon for
us Britishers, the performance was most wel-
come.

NOTICES TO CONSIGNEES
NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CLYDE"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Go-
down Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the goods are landed.

This vessel brings on Cargo—
From London, ex s.s. *Rome and Oriental*.
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From Madras, ex s.s. *Ellora*.
Optional goods will be landed here unless in-
structions are given to the contrary before
2 P.M., TO-DAY.

Goods not cleared by the 7th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 1st September, 1900. [1]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after 2 P.M. of the
4th Sept. will be landed at Consignees' risk
and expense into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside; such Cargo impeding the discharge
of the vessel will be landed and stored at
Consignees' risk and expense.

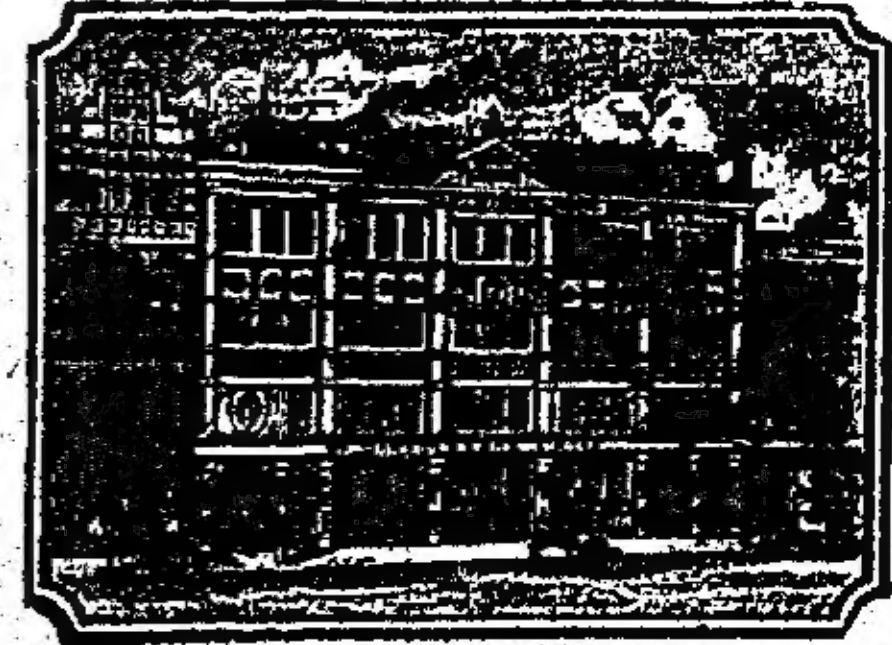
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Hongkong, 31st August, 1900. [2321]

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"Brisk"	"Hart"	"Mohawk"	"Severn"
"Curacoa"	"Handy"	"Narcissus"	"Spartan"
"Cleopatra"	"Hermione"	"Orlando"	"Sandpiper"
"Carysfort"	"Hornet"	"Other"	"Snipe"
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LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 7th inst.
LONDON & C. via PORTS OF CALL.	PARRAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON VIA SUEZ CANAL.	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LONDON VIA SUEZ CANAL.	ALCIBIUS	Brit. str.	—	Eulford	BUTTERFIELD & SWIRE	On 2nd Oct.
LIVERPOOL DIRECT.	HECTOR	Brit. str.	—	Barr	BUTTERFIELD & SWIRE	On 20th inst.
BREMEN, via PORTS OF CALL.	PRINZ HEINRICH	Ger. str.	—	G. Meyer	MELCHERS & CO.	On 6th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. FORD, &c.	SADO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 7th inst. at Daylight.
MARSEILLES, &c., via PORTS OF CALL.	YABRA	Fren. str.	—	Schultz	MESSAGERIES MARITIMES	On 10th inst. at 1 P.M.
MARSEILLES, &c.	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 11th inst. at Daylight.
HAVRE & HAMBURG	SIRIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 21st inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schuler	CARLOWITZ & CO.	On or about 20th Oct.
HAVRE & HAMBURG	HAMBURG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 31st Oct.
NEW YORK VIA SUEZ CANAL.	RICHMOND CASTLE	Brit. str.	—	St. John George	DODWELL & CO., LIMITED	On or about 4th inst.
NEW YORK VIA SUEZ CANAL.	GLENEK	Brit. str.	—	Nelson	SHEWAN, TOMES & CO.	On or about 15th inst.
NEW YORK VIA SUEZ CANAL.	ASTORIA	Ger. str.	—	Hildebrandt	CARLOWITZ & CO.	On or about 10th Oct.
VICTORIA, B.C. & TACOMA	OLYMPIA	Brit. str.	—	J. Trubridge	DODWELL & CO., LIMITED	On 8th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On 26th inst.
PORTLAND, OREGON, &c.	NONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO., LIMITED	On 20th Oct.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	G. O. S. S. Co.	PACIFIC MAIL S. S. Co.	On 18th inst.
SAN FRANCISCO VIA NAGASAKI, &c.	COTUI	Brit. str.	—	St. John George	TOTO KISEN KAISHA	On 12th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	Nelson	BUTTERFIELD & SWIRE	On 25th inst.
SAN DIEGO, &c., via SHANGHAI, &c.	BERGHEUS	Brit. str.	—	Krebs	GIBB, LIVINGSTON & CO.	On 6th inst. at 4 P.M.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	C. C. Talbot, R.N.R.	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
AUSTRALIAN PORTS	SHIRANO MARU	Jap. str.	—	Munchen	MELCHERS & CO.	Quick despatch.
GERMAN COLONIAL & AUSTRALIAN PORTS	ROSETTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 6th inst. at Noon.
YOKOHAMA, via NAGASAKI & KOBE	AUSTRALIAN	Brit. str.	—	P. Hobbs	GIBB, LIVINGSTON & CO.	On 20th inst. at Noon.
KOBE	YAWATA MARU	Jap. str.	—	A. E. Moses	MELCHERS & CO.	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	HAMBURG	Ger. str.	—	Krebs	MESSAGERIES MARITIMES	On or about 9th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	INDUS	Fren. str.	—	P. J. Fox	P. & O. S. N. Co.	On or about 13th inst.
SHANGHAI & KOBE	TRENTIN	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On or about 15th inst.
SHANGHAI	BENGAL	Brit. str.	—	Bathurst	DOUGLAS LARSEN & CO.	To-day, at 11 A.M.
SWATOW	HAIDONG	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Brit. str.	—	Roach	DOUGLAS LARSEN & CO.	On 8th inst. at 11 A.M.
SWATOW, AMOY & POCHOO	HAIRAN	Jap. str.	—	H. Nagata	MITSUI BUSSAN KAISHA	On 8th inst. at Daylight.
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MANILA VIA AMOY	SUNGIANG	Brit. str.	—	G. Robinson	BUTTERFIELD & SWIRE	On 7th inst. at 4 P.M.
MANILA	TAIYUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	J. G. Spence	DAVID SARSON, SON & CO.	On 8th inst. at 1 P.M.
SAMARANG & SOERABAYA VIA AMOY	KWEIYANG	Brit. str.	—	Outerbridge	BUTTERFIELD & SWIRE	To-day.
SANDAKAN	SANDAKAN	Ger. str.	—	Mulle	MELCHERS & CO.	Quick despatch.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	P. Yoshizawa	NIPPON YUSEN KAISHA	On 13th inst. at Noon.

SHIPPING.

ARRIVALS.
Sept. 2, ANPING MARU, Japanese str., 1,058, S. Atsumi, Arriving 30th Aug., Amoy 11th and Swatow 1st Sept. General.—MITSUI BUSSAN KAISHA.
Sept. 2, MAIZURU MARU, Japanese str., 967, T. Ogata, Tamsui 30th Aug., Amoy 31st and Swatow 1st September, General.—MITSUI BUSSAN KAISHA.
Sept. 2, MICHAEL JESSEN, German str., 710, J. Jessen, Haiphong 31st August and Hoihow 1st Sept. General.—JESSEN & CO.
Sept. 2, OLYMPIA, British str., 1,730, Truebridge, Manila 30th Aug., Ballast.—DODWELL & CO., LTD.
Sept. 3, C. H. KIAN, British str., 950, R. Peatney, Singapore 28th August, General.—CHINESE.
Sept. 3, SCHWABE, German cruiser, 1,120, Bourner, Dur-an-Salam 17th July.
Sept. 3, ANPING, British str., 1,156, H. Barlow, Shanghai 31st August, General.—CHINESE.
Sept. 3, PUNDUA, British transport, 2,123, T. P. Noller, Calcutta 22nd August.
Sept. 3, INDIA, British transport, 2,590, H. B. C. Plommon, A.M.S., Bombay via Madras 22nd August.
Sept. 3, BRASGO, Italian steamer, 1,510, D. Magnini, Bombay 17th August, General.—CARLOWITZ & CO.
Sept. 3, HALAN, French str., 377, Merlees, Pakhoi 1st Sept. General.—A. R. MARTY.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.
3rd September.
Hoihow, French str., for Hoihow.
Flores, Dutch str., for Kuchinotou.
Fushun, British str., for Canton.
Kalyan, British str., for Nagasaki.
Queen Adelaide, British str., for Moji.
Independent, German str., for Swatow.
Cheung Kook Kian, British str., for Amoy.

DEPARTURES.

Sept. 2, PENNSYLVANIA, Amr. troopship, for Manila.
Sept. 2, NOWSHELA, British transport, for Calcutta.
Sept. 2, ROHILA, British str., for Yokohama.
Sept. 3, DIAMANTE, British str., for Manila.
Sept. 3, BOKLUTHA, British str., for Swatow.
Sept. 3, ARNAM, Danish str., for Singapore.
Sept. 3, WINGSON, British str., for Swatow.
Sept. 3, TEYM, Norwegian str., for Canton.
Sept. 3, FORMOSA, British str., for Amoy.
Sept. 3, KAIFONG, British str., for Manila.
Sept. 3, ASTORIA, German str., for Shanghai.

VESSELS IN DOCK.

ABERDEEN DOCK.—Loksum.
KOWLOON DOCK.—U.S.S. Monterey, Argus, Hui-long, Nanshan, Esmeralda, Loongmoon, Olympia.
COSMOPOLITAN DOCK.—Stanfield.

SHIPPING REPORT.

The British steamer *Cheung Kook Kian*, from Singapore 28th August, had light variable winds, smooth sea, passing showers at times to Cape Padaran. From Cape Padaran to port moderate to light E.S.E. winds, very fine, clear weather, and smooth sea throughout.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).
THE Company's Steamship

"PROMETHEUS,"
Captain Day, will be despatched as above TO-DAY, the 4th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th July, 1900. 2089

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, PINSCHAFEN, HERBERTS-KOBE, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GISBORNE, NAPIER, WANGANUI, DUNEDIN and HOBART.

THE Company's Steamship

"MUNCHEN,"
Captain Krebs, will be ready to load for the above ports on the 3rd September.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 1st September, 1900. 23918

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA VIA AMOY.

THE Company's Steamship

"KWEIYANG,"
Captain Outerbridge, will be despatched as above TO-DAY, the 4th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st September, 1900. 2330

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SANDAKAN.

Calling at KUDAT if sufficient inducement offers.

THE Company's Steamship

"SANDAKAN,"
Captain Muhle, will be ready to load for the above port TO-DAY, the 4th inst.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 1st September, 1900. 2325

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE"
will be despatched for the above port on or about 4th inst. and will be followed by the Steamship

"AFRIDI"
on or about the 8th September, and the Steamship

"MARIA DE LARRINAGA,"
For Freight, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 3rd September, 1900. 2084

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 5th Sept., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 23rd August, 1900. 1449

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG,"
OF THE HAMBURG-AMERIKA LINE,
Captain Kroch, due here with the outward German Mail about the 5th inst. will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 3rd September, 1900. 3

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th August, 1900. 2235

HAMBURG-AMERIKA LINE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, THIRIST, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

* SIBIRIA
Capt. Bruen
(London with transshipment in Hamburg)

* SAXONIA
Capt. Jager
(London with transshipment in Hamburg)

* SERBIA
Capt. Sachs
(London with transshipment in Hamburg)

* KONIGSBERG
Capt. Schuler
(London with transshipment in Hamburg)

* BAMBERG
Capt. Jacobs
(London with transshipment in Hamburg)

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.

HAMBURG-AMERIKA LINE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 21st August, 1900. 13

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPRESS OF JAPAN," Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 28th Sept., 1900

"EMPRESS OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900

"EMPRESS OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Closest Atlantic Line is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fadder Street.

Hongkong, 30th August, 1900. 9

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SADO MARU
W. Thompson
(MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID)

HIROSHIMA MARU
S. Yoshizawa
(BOMBAY, SINGAPORE and COLOMBO)

YAWATA MARU
A. E. Moses
(NAGASAKI, KOBE and YOKOHAMA)

KAWACHI MARU
J. S. Thompson
(MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID)

SHIRANO MARU
(SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE & BRISBANE.)

FRIDAY, 7th Sept., at DAYLIGHT.

THURSDAY, 13th Sept., at NOON.

THURSDAY, 20th Sept., at NOON.

FRIDAY, 21st Sept., at DAYLIGHT.

FRIDAY, 28th Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.
Hongkong, 4th September, 1900. 12

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

PRINZ HEINRICH
PREUSSEN
HAMBURG (Hamburg-Amerika Linie)
SACHSEN
OLDENBURG
BAYERN
STUTTGART
KONIG ALBERT
PRINZ HEINRICH
PRINZESS IRENE
PREUSSEN
HAMBURG (Hamburg-Amerika Linie)
SACHSEN
KLAUSCHOU (Hamburg-Amerika Linie)

THURSDAY
THURSDAY
WEDNESDAY
WEDNESDAY
WEDNESDAY
WEDNESDAY
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WEDNESDAY
WEDNESDAY

6th September
20th September
17th October
31st October
14th November
28th November
12th December
26th December
8th January, 1901
23rd January, 1901
6th February, 1901
6th March, 1901

ON THURSDAY, the 6th day of September, 1900, at Noon, the Steamship "PRINZ HEINRICH" of the Norddeutscher Lloyd, Captain G. Meyer, with BALLS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Tuesday, the 4th September, Cargo and Space will be received on Board until 5 P.M. on Wednesday, the 5th September, and Parcels will be received at the Agency's Office until Noon on Wednesday, the 5th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 25th August, 1900. 18

PENINSULAR AND ORIENTAL</

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 6, at Noon.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at Noon.

DONIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

Captain P. Holmes, will be despatched for the above port on THURSDAY, the 6th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st September, 1900.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

Captain Geo. T. Buxland, will be despatched as above on SATURDAY, the 8th September, at 5 p.m.

This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 31st August, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, AND PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PANAMA, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

Captain A. Symonds, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 15th September, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipping.

Parcels will be received at this Office until 4 p.m. the day previous to sailing. The contents and value of all parcels are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 3rd September, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

Captain Palfrey, will be despatched as above on TUESDAY, the 2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th August, 1900.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSAILLES, MEDITERRANEAN, AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th September, 1900,

at 1 p.m., the Company's Steamship "YARRA," Captain Schmitz, will leave for

MARSAILLES via Bombay.

This Steamer connects at COLOMBO with the

de la Ville de la Ciotat, which vessel takes her

Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said and

Marsailles.

Cargo and Specie will be registered for London

as well as for Marseilles, and accepted in transit

through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.

Specie and Parcels until 3 p.m. on the 6th Sept.

(Parcels are not to be sent on board; they must be left at the Agency's Office, contents and value of Packages are required.)

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 28th August, 1900.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK" will be despatched for the above port on or

about 15th September, 1900.

To be followed by Steamship "ANAPA" about 15th October.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 20th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS" will be despatched as above on

TUESDAY, the 18th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 18th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Consider Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Seal Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT.

(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"HECTOR," Captain Barr, will be despatched as above on

THURSDAY, the 20th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th August, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUS" 3,800 Tons, on 25th Sept.

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1900.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the

CHINA STRAIT NAVIGATION Co. fortnightly service hence to CAPOVERT, and

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TOSAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via

Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Sept. 12, 1900, at DAYLIGHT.

HONGKONG MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

NIPPON MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO

via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on WEDNESDAY, the 12th

Sept., 1900, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Consider Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Seal Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT.

(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"HECTOR," Captain Barr, will be despatched as above on

THURSDAY, the 20th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th August, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUS" 3,800 Tons, on 25th Sept.

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1900.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the

CHINA STRAIT NAVIGATION Co. fortnightly service hence to CAPOVERT, and

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ASTORIA," Capt. Hildebrandt, will be despatched for the above port on or about 10th October.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 31st August, 1900.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

NORWOOD, British ship, Thos. Roy.—Order.

PETER RICKMERS, German ship, Scholer.—

Arnhold, Karlsruhe & Co.

AUSREICH, British steamer, Helms.—Gibb, Livingston & Co.

LIGHTNING, British str., Spence.—D. SASSOON, Sons & Co.

HONGKONG.

SEAMEN.

America Maru, Jap. str., 3,353, Going, Sept. 1.

Toyo Kisen Kaisha

Anping, British str., 1,156, Barlow, Sept. 3.

Chinese

Anping Maru, Jap. str., 1,978, Atsami, Sept. 2.

Mitsui Bussan Kaisha

Australian, British str., 3,030, Helms, Aug. 30.

Gibb, Livingston & Co.

Azor, Austrian steamer, 983, Ramleh, Aug. 28.

Sander, Wiener & Co.

Bisagno, Italian str., 1,510, Maganzini, Sept. 3.

Carlowitz & Co.

C. H. Khan, British str., 950, Pentney, Sept. 3.

Chinese

Chowhai, British str., 1,115, Morris, Aug. 24.

Butterfield & Swire

Coptic, British str., 2,744, Rinder, Sept. 2.

O. & O. S. S. Co.

Duke of Fife, British str., 2,260, Cox, Sept. 1.

Dodwell & Co., Limited.

Elm Branch, British str., 2,063, Illiff, Sept. 1.

M. B. Kaisha

Elsa, German steamer, 900, Petersen, Aug. 28.

Jebens & Co.

Esmeralda, British str., 936, Blaxland, Aug. 31.

Shewan, Tomes & Co.

Flores, Dutch steamer, 2,823, Olanchand, Sept. 1.

Butterfield & Swire

Fushun, British steamer, 1,504, Lunt, Sept. 1.

Chinese

Guthrie, British str., 2,347, McArthur, Sept. 1.

JOINT STOCK SHARES.

MAILS WILL CLOSE.

JOINT STOCK SHARES.

THE WEATHER.
CHINA COAST METEOROLOGICAL REGISTER, 2nd SEPTEMBER, P.M.

STATION.		Barometer at sea level	Thermom- eter Fahren- heit	Humidity	Wind Direction Force	Weather.
Vladivostok	2 p.					
Tokyo	"	29.90	—	—	s 4	c
Kobe	"	29.95	—	—	s 4	2
Nagasaki	"	29.91	—	—	s 4	4
Kagoshima	"	29.85	—	—	s 4	0
Yamou	1 p.	30.01	—	—	w 2	c
Tsushu	"	29.98	—	—	sw 2	0
Tsushima	"	30.00	—	—	sw 2	0
Koshu	"	30.04	—	—	w 2	0
Pescadore	"	30.03	—	—	w 4	4
Gutzlaff	3 p.	29.95	80	71	w 1	ov
Sharp Peak	"	29.87	84	70	w 2	0
Amoy	"	29.88	88	84	ssw 2	b
Swatow	"	29.88	95	65	—	0
Canton	"	29.86	95	69	—	0
Hongkong	4 p.	29.80	85	69	—	0
Victoria Peak	"	29.80	85	69	—	0
Gap Rock	"	29.80	—	—	ssw 5	0
Macao	"	29.90	100	—	ssw 1	c
Hai Phong	1 p.	—	—	—	—	—
Maclao	4 p.	29.88	86	78	ssw 1	c
Batavia	3 p.	—	—	—	NE 3	ort
Bacool	"	—	—	—	N 2	0
Florio	"	29.81	83	—	NW 1	or
Cebu	"	29.85	81	—	NE 1	0
C. S. James	"	—	—	—	—	—
3rd SEPTEMBER, A.M.						
Vladivostok	7 a.	—	69	65	—	—
Tokyo	10 a.	—	—	—	—	—
Kobe	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshima	"	—	—	—	—	—
Yamou	5 a.	30.05	—	—	s 2	0
Tsushu	"	30.00	—	—	s 2	0
Tsushima	"	30.03	—	—	—	0
Koshu	"	30.02	—	—	—	0
Pescadore	"	30.02	—	—	—	0
Gutzlaff	9 a.	30.02	77	81	e 2	ov
Sharp Peak	"	29.96	81	87	w 1	c
Amoy	"	29.80	81	87	w 1	c
Swatow	"	—	—	—	—	—
Canton	"	29.98	80	80	s 1	c
Hongkong	10 a.	29.88	83	77	ssw 1	c
Victoria Peak	"	29.88	83	77	ssw 1	c
Gap Rock	"	29.98	—	—	ssw 2	0
Macao	"	—	—	—	ssw 2	0
PEAK HOTEL.						
Mr. Andrew Beattie	Mr. S. W. Lewis	Mr. W. S. Denny	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long
Mr. J. W. C. Bonnar	Mr. S. J. Y. Maitland	Capt. & Mrs. J. H. Clark	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long
Mr. H. B. E. Brown	Miss L. M. Maitland	Mr. E. H. Coffin	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long
Colonel R. Brown	Mr. J. J. O'Brien	Mr. C. Crane	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long
Major Butcher	Mr. J. J. O'Brien	Capt. & Mrs. J. H. Clark	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long
Mr. J. F. Conrie	Mr. J. J. O'Brien	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long
Dr. Conchie	Mr. J. J. O'Brien	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long
Mr. G. H. Dunn	Mr. J. J. O'Brien	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long	Mr. & Mrs. W. M. Long

CLOSING QUOTATIONS.

or them. I say to such sufferers; write to me; and I will show you a recently discovered means (simple and certain) by which you can be relieved of your sufferings. It will

100-443887-100

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

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